

SERVICE Counselor

PACKARD MOTOR CAR COMPANY



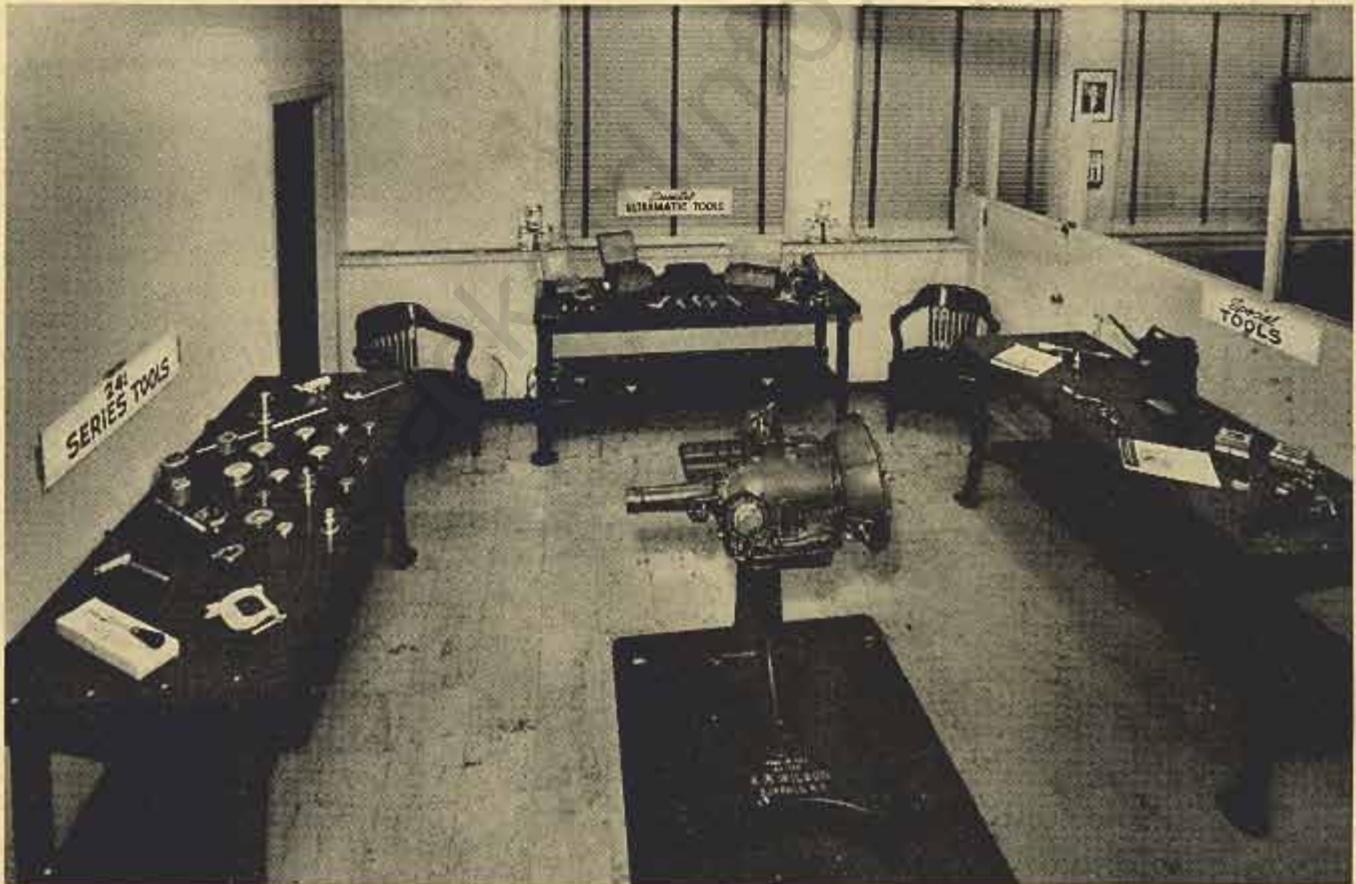
Counselor

VOL. 25, NO. 12

NOVEMBER 1, 1951

A Job Well Done

Recently at the Kansas City Zone, a spare room was not being used, so the Zone personnel decided it should be put to some good advantage.



This picture of the Technical Department with this neat and orderly display of Ultramatic Drive and special tools is the final result. It was felt that the Kansas City Zone retail service personnel as well as members of the service staff would welcome the opportunity to further their knowledge on Ultramatic Drive and special tools. Therefore, once a month after Zone meetings, the service personnel go over the proper way to repair the Ultramatic Drive and make other service adjustments on 24th Series Packards.

When tools specified as being Factory approved are used to service 24th Series Packards, the net result will be no lost time, better servicing, satisfied customers, and greater profits for the Dealer. Special service tools are developed in direct cooperation with Factory engineers to perform specific service operations. Their operational use is completely illustrated and described in Packard Service Manuals. Factory approved special tools perform the job to recognized time standards. This supplying of information with approved special service tools and equipment is a never-ending function of the Factory to the Dealer's Service Personnel. This information is vital to the proper and satisfactory operation of a Packard car.

We are certain that with the interest that is being shown in the Kansas City Zone, a better all-around job of proper servicing will be done. When it is possible, it would be well to let Packard owners see such a display so they will recognize that your keen interest is in giving them the best service for their Packard at all times.

Our compliments to the Kansas City Zone for a job well done.

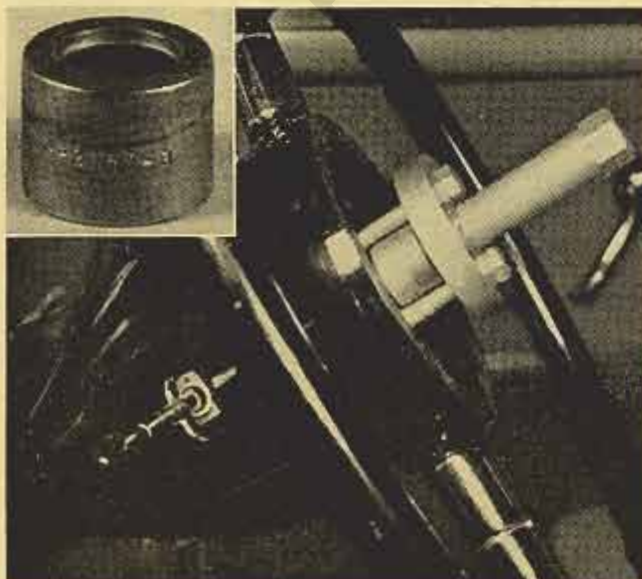
Steering Wheel Puller Adapter

An adapter, J-2557-3, is now available and is used with the Steering Wheel Puller J-2557, as illustrated.

The adapter when threaded on the end of the main steering shaft prevents damage and spreading of the main shaft as the load or tapping is applied through the main screw of the puller.

When using the adapter with the puller, remove the two $\frac{1}{8}$ nuts from the capscrews in the puller as the nuts will not clear the adapter. Loosen the steering wheel until the hub of the wheel strikes against the lower edge of the adapter. Remove the puller and adapter and lift off the steering wheel.

Send orders for the Steering Wheel Puller Adapter, J-2557-3, direct to the Kent-Moore Organization, General Motors Building, Detroit 2, Michigan. The price is \$1.95.



Converter Outlet Valve

24th Series

A few reports have been received where the check valve was found in the converter outlet valve on the 24th Series cars. It has also been reported that a few converter outlet valves, Part No. 426609 in Zone and Dealer stock still have the check valves.

The check valve can be removed by grinding off the rolled over edge and removing the check valve and spring. This should be done when they are found in the converter outlet valve assembly, either in stock or on the 24th Series cars.

The removing of the check valve was covered in Service Technical Bulletin, 50T-61, Dealer 47, dated December 26, 1950.

Gear Shift Lower Bracket

A change was made in the shape of the dowel on the gear shift lower bracket on the early 24th Series Cars.

All previous models and first production 24th Series Cars used a bracket with the round dowel. Early in 24th Series production the dowel was changed to a rectangular shape.

Part No. 373457 bracket was originally the bracket with the round dowel but when the dowel was changed the part No. remained the same.

A new part No. 436273 has been issued to cover the old bracket with the round dowel.

Please order parts as follows:

Part No. 373457 bracket (Rectangular dowel) Late 24th Series.

Part No. 436273 bracket (Round dowel) Previous models and early 24th Series.

Heater Motor Ground Wire

24th Series

Some difficulty has been encountered with the heater ground wire loosening up where attached to the right front fender side splasher.

This has been corrected in production by installing a special lockwasher between the splasher and the heater hose clamp bracket.

Part No. 415310 lockwasher is available for service. When installing the lockwasher the paint should be scraped from the splasher to permit a good ground.

Camber Specifications

24th Series

Camber specification limits have been changed for 24th Series cars.

The limits now are neg. $\frac{1}{4}^{\circ}$ to pos. $\frac{3}{4}^{\circ}$ instead of 0° plus or minus $\frac{1}{2}^{\circ}$.

Please make this change in your Service Counselor "Mechanical Specifications and Adjustments."

Windshield Wiper Hose

(24th Series)

We have had reports from the field of windshield wipers operating slowly, or not operating at all. In some cases this complaint may be due to the sharp bend in the flexible hose at the vacuum booster on the fuel pump. This flexible hose connects with the steel tube coming from the intake manifold.

The sharp bend in the flexible hose causes the supply of vacuum, furnished by the intake manifold, to be cut off considerably, or in some cases it will collapse, thereby making the windshield wipers inoperative.

To correct this condition, it is suggested that a $\frac{1}{2}$ inch hole be drilled through the heat shield, approximately 2 inches in from the outside edge of the shield and $3\frac{3}{4}$ inches up from the bottom edge.

This hole will allow the flexible hose to pass through the heat shield at an angle that will avoid bending the flexible hose. The steel tube coming from the intake manifold should also be bent at an angle to meet the flexible hose.

Window Stop Adjustment Convertible and Mayfair

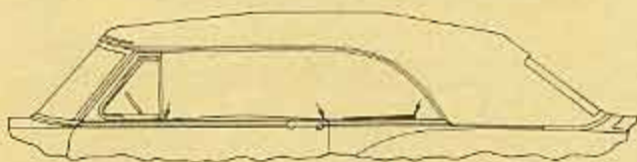
We have recently received reports that the door and quarter windows were catching and loosening the dust seals that are clipped to the body and the window finishing mouldings.

This is generally caused by the windows lowering too far and the ends of the chrome frame catching on the dust seals when windows are raised.

It is suggested that the stops be adjusted so when the windows are down both ends of the door window chrome frame will be just flush with the top edge of the door (see arrows on illustration). The center of the door glass frame will be slightly above the top edge of the door.

Adjust the quarter window stops so that the upper or rear end of the weatherstrip is slightly above the top edge of the body when the windows are down (see arrow in illustration at quarter window).

This is a standard adjustment now in production.



Parts List Correction

An error has been found in the parts list on the Electric Antenna supplied with the Service Counselor of August, 1951.

Part No. 415922 Rubber Grommet should be changed to Part No. 415992. Please correct your copy accordingly.

Fuel Pump Noise

24th Series

A number of reports have been received of a squeak or chirping noise in the fuel pump, generally when the engine is idling.

The noise is generally due to slightly eccentric operation of the vacuum diaphragm causing the upper diaphragm protector washer to strike the inside of top casting.

Correction may be accomplished as follows:

1. Remove pump from car.
2. Fasten pump in vise with vacuum side up by placing mounting flange opposite air dome between vise jaws.
3. Loosen, but do not remove vacuum flange screws.
4. Place approximately 12-inch length of $\frac{3}{4}$ " pipe over rocker arm and wiggle diaphragm from side to side by pulling on protruding diaphragm tabs while imparting some up and down movement to rocker arm with pipe.
5. Tighten flange screws alternately and securely.
6. Reinstall on engine.

If the above operations do not correct the condition, it is advisable to replace the pump. Such replacement should be handled through your local A. C. Service Station.

All pumps now in production have more clearance in the vacuum cover and are identified by a green paint mark on top of the cover.

Manifold Gasket Failures

We have received a few reports of manifold gasket failures. These failures in most cases are due to the fact that the sharp edges of the manifold dig into the gasket surface when the manifold expands and contracts. With the movement of the manifold, the sharp edges either shave the metal surface of the gasket, or force the gasket to move with the manifold instead of permitting the manifold to slide freely along the metal face of the gasket.

It is suggested that when gaskets are replaced, the sharp edges of the manifolds, both intake and exhaust, be chamfered so the manifolds will be free to slide over the face of the gasket.

Ultramatic Transmission Low and Reverse Band

Recently a change was made in the width of the low and reverse brake band used in Ultramatic transmissions. The bands now installed in production are $1\frac{23}{32}$ " in width whereas the bands installed in Ultramatic transmissions of earlier models were 2" in width.

The difference in the width of both these bands has no significance whatever as they are both interchangeable when servicing is required.

Brake Hose Alignment

A number of reports have been received of the front tires rubbing the front brake hoses when turning the steering sharply to the right or left.

The rubbing on the hoses by the tires is caused by a twist in the brake hose.

Correct alignment of the brake hose can be obtained by loosening the brake tube nut where attached to the hose connection held to the frame bracket by a U clip. Hold the hose connection in line with a wrench, then tighten the brake tube nut securely. In some instances, it may be necessary to disconnect the brake tube and the U clip to line up the hose.

It is suggested that the hose alignment be checked and corrected if necessary on pre-delivery inspection and other 24th Series cars in for service.

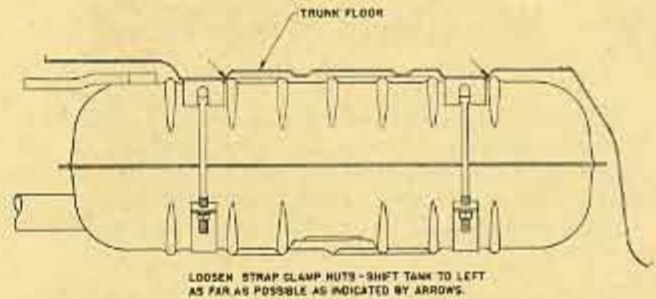
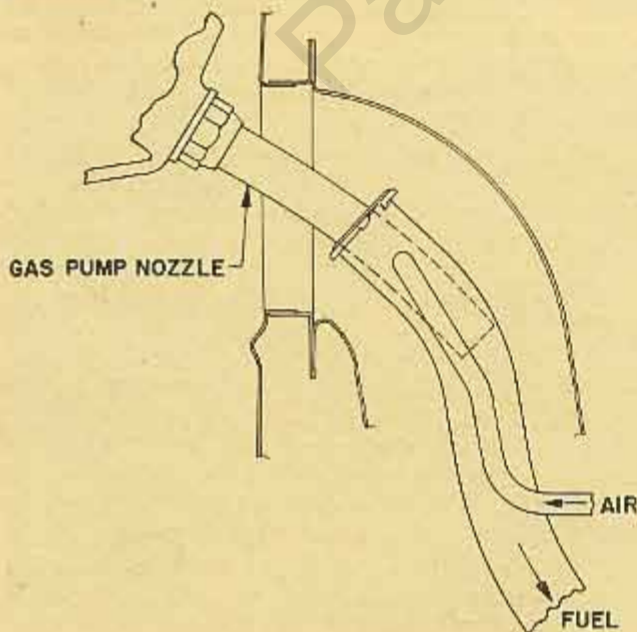
Gasoline Tank Filler Pipe

24th Series

A few reports have been received that the gasoline tank filler pipe was not aligned with the gasoline filler pipe access door opening.

This makes it difficult to remove the gasoline filler pipe cap, and for the gas station attendant to properly insert the gasoline hose nozzle. If the hose nozzle is not inserted far enough past the vent opening, thus restricting the air vent in the filler pipe, it will contribute to a slow filling of the gasoline tank or spilling out during filling.

Loosen the gasoline tank straps and shift the tank to the left as far as possible, but be sure the tank ribs are not quite touching the ribs of the trunk floor panel, since contact may develop a squeak at this point. (See arrows on illustration.) Moving the tank to the left will move the filler neck outward with relation to the access door opening so the gasoline hose nozzle can be inserted more easily. Note the position of the gasoline hose nozzle in the filler neck shown on the illustration.



Bonnet Rubber Bumpers

24th Series

Have you encountered 24th Series bonnet shake or flutter while driving over rough roads? You will generally find the bonnet front rubber bumpers are not resting firmly on the radiator grille splashers.

In some instances the flutter may be eliminated by adjusting the length of the bonnet upper lock pilot.

To eliminate the possibility of bonnet flutter, production is now using rubber bumpers with a thicker head. These bumpers were used at the sides of the bonnet where it contacts the front fenders on the 22nd and 23rd Series car. They are available for service and may be ordered under Part No. 391463.

It is suggested the upper lock pilot length be adjusted if necessary, so the rubber bumpers always bear firmly on the grille splashers.

Ultramatic Oil Screen

Reports have been received of the governor and sometimes the valves sticking after changing the Ultramatic Drive fluid.

When pouring new fluid in the Ultramatic Drive the sediment that has accumulated in the bottom of the pan will be disturbed causing the fine particles to pass through the oil screen into the hydraulic system, thus causing the valves and governor to stick.

It is recommended that the Ultramatic Drive *oil pan* and *screen* be removed and cleaned thoroughly at 25,000 mile intervals or at any time the Ultramatic Drive fluid is changed.

The screen may be cleaned by scrubbing with a wire brush, swishing in gasoline and then blow it out with air pressure from the inside out.

Plastic Upholstery and Seat Cover Cleaner

Several dealers have inquired about a cleaner suitable for cleaning plastic type upholstery and seat covers.

It has been proven by laboratory tests that a foam type cleaner is best suited for this type of material and will not harm the colors or fabric.

Part No. 410283 Fabric Cleaner (one gallon) is recommended and is available through the Zone Parts warehouse.